

The Tribune.

TERMS OF SUBSCRIPTION.

BY MAIL—IN ADVANCE—POSTAGE PREPAID.	
Daily edition, one year.....	\$12.00
Two years, per year.....	14.40
Three years, per year.....	16.80
Four years, per year.....	18.00
Five years, per year.....	19.20
Any other day, per year.....	2.00
WEEKLY EDITION—POSTPAID.	
One copy, per year.....	1.00
Club of ten.....	12.00
Specimens sent free.	
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TO CITY SUBSCRIBERS.

Daily, delivered, excepted, 25 cents per week.
Daily, delivered, Sunday included, 30 cents per week.
Address THE TRIBUNE COMPANY,
Casper Madison and Dearborn-st., Chicago, Ill.

POSTAGE.

Received at the Post-Office at Chicago, Ill., as Second-Class Matter.

For the benefit of our patrons, who desire to send money to the Tribune, through the mail, we give here the transient rate of postage:

Domestic. Per cent.
Eight and Twelve Paid Paper..... 2 cents
Sixteen Paid Paper..... 2 cents
Foreign. Per cent.
Eight and Twelve Paid Paper..... 2 cents
Sixteen Paid Paper..... 2 cents.

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THE CHICAGO TRIBUNE has established branch offices for the receipt of subscriptions and advertising matter.

NEW YORK, Room 25 Tribune Building. F. T. McFADEN, Manager.

GLASGOW, Scotland—Allan's American News Agency, 8, High-st.

LONDON, The American Exchange, 46 Strand. HENRY F. GILLIG, Agent.

WASHINGTON, D. C.—139 F street.

AMUSEMENTS.

Hoover's Theatres.
Randolph street, between Clark and La Salle. M. Leavitt's Grand Specialty and Vaudeville Combination.

Hawley's Theatres.
Dearborn street, corner of Monroe. Engagement of Miss Mary Anderson. "Evadine."

Olympic Theatre.
Clark street, between Lake and Randolph. Engagement of the Gulick-Blandell Guaranteed Association. "Ho-Sop-Stop."

Grand Opera-House.
Clark street, opposite new Court-House. Engagement of Mr. B. Macaulay. "The Messenger from Service."

Exposition.
Lake Front, opposite Adams street. Day and Evening.

Chicago Jockey Club.
Track at terminus of Madison street car-track. Races on 13th.

Central Music Hall.
Corner Randolph and State streets. Concert.

THURSDAY, OCTOBER 21, 1860.

GAMBETTA's speech will soon be published, and the announcement of the fact has given rise to the rumor that he intends to be a candidate for admission to the medical Academy.

During the fiscal year ending June 30 the prices realized on all kinds of American exports, agricultural and manufactured, were about 10 per cent higher than for the previous year.

PRINCE HOHENLOHE, whose life was de- grafted of a couple of days ago, and who was all but given up by his physicians, is reported to be improving. The fever has disappeared, and his special convenience is looked for.

The epidemic has reached St. Louis and Nashville. In both cities it is of a very mild type, and no fatal cases have yet occurred. The disease in this city is also of the mildest type, and occasions but little inconvenience.

A new steamship has just been launched in England, and is said to be, with the exception of the Great Eastern, the largest ever built. The new steamer is named the *Furness*, and will be added to the *Anchor* Line, and used in transatlantic trade.

The Pittobone Block at Milwaukee was destroyed by fire yesterday. In the block were Goodman's clothing-store, the hardware-store of J. E. Wells & Co., Loomis, Gillett & Breen's knitting-works, and Bullard's paint-shop. The entire loss is about \$50,000.

YESTERDAY was a day of railroad accidents. Besides those referred to elsewhere, a freight train was wrecked in the Hoosier Tunnel, near North Adams, Mass. Eight cars were completely shattered. Travel both ways has been suspended on account of the accident. No casualties.

TAX night express train from Toledo for Cincinnati over the Dayton & Michigan Road was ditched about twenty-five miles from the starting-point at 11:30. Two men were killed, and five of 300 passengers. The manager of the paper was mulcted in a similar amount, and sentenced to four months' imprisonment. Anthony Comstock probably thinks, with Stern, that he does these things better in France.

BLAIN, the author of an immoral story which appeared in a Parisian daily, was yesterday sentenced to a month in prison and fined \$100 of francs. The manager of the paper was mulcted in a similar amount, and sentenced to four months' imprisonment. Anthony Comstock probably thinks, with Stern, that he does these things better in France.

ELIZA STILES, a 15-year-old girl employed as a domestic in the family of Mr. J. J. Crooks, of Cleveland, was arrested yesterday on the charge of having attempted to poison Mrs. Crooks, her 18-month-old baby, and a Mrs. Gage, a nurse employed in the family. Mrs. Crooks, her husband, and a Mr. H. C. Moore, a colored man whom he met in Congress, and spoke words of warm praise about Senator Bruce. The delegation retired hiefully pleased with their reception.

GEN. GARFIELD received and addressed another delegation of visitors yesterday. About 250 colored men of Cleveland went down to the station to meet him, and a grand procession in the morning and speeches in the afternoon. At least 6,000 persons were present. Mr. Robert Lincoln and Mr. Leonard Swett, of this city, were the principal orators of the occasion.

THE woollen mills, anchor works, and other manufacturers of Camden, Me., have been obliged to shut down for want of water. The Moosehead River, which supplies the mills with water-power, was never so low. The people of the district would have gladly some of the rain which has fallen too plentifully in the Central States of late.

GEN. GRANT visited the New York Stock Exchange yesterday, and was accorded an enthusiastic greeting by the boys. He made a brief speech of thanks, then left, followed by a delegation of the anti-slavery bulls and bears. The ex-President also visited the Produce Exchange, where he was cordially welcomed for the ensuing year. The Convention meets in Cincinnati next year.

A TERRIBLE accident is reported from Cincinnati. A fire broke out at 11 o'clock yesterday morning in the shoddy factory of Benjamin Hay, in that city. At the time twenty-eight persons, girls and women, were at work in the third story. The girls all made their escape, but five of the women were burned to death. They might have escaped, but foolishly insisted on

changing their clothing before they would leave the place where they were working. The victims were all advanced in years, and some of them were the only support of young families. One of them worked to support herself and her blind daughter.

MR. THOMAS WILDE POWELL, representative of the English bondholders of the Philadelphia & Reading Railroad, has made a proposition that a committee of American railroadmen shall be appointed to act with him in managing the railroad, and placing it in a financial basis. It is believed that the proposition will be accepted, and that Mr. Gowen, who is now managing the concern, will retire.

A FREIGHT-TRAIN ran into a crowded excursion-train near Raleigh, N. C., yesterday, when the excursionists were in the rear, and several cars of the passenger-train, killing three, and wounding fourteen others, three, it is believed, fatally. The excursionists, who were mostly colored men, were going to the State Fair now in progress at Raleigh. The conductor and engineer of the freight-train have been arrested.

A COLLISION on the Cincinnati, Hamilton & Dayton Railroad, at a place called Jones' Station, resulted in the serious scalding of fifteen passengers. The train known as the Sydney was derailed when it ran into a freight train at the point of the accident was overtaken by another passenger train, whose engine ran into the rear car. The passengers were scalded by the escaping steam. No deaths have been reported so far.

The speech of Gen. Garrison last night was in some respects the best that has been heard in Chicago during the present campaign. It was thoughtful, earnest, and sincere. Garrison disdains mere artifices of speech or rhetoric. His style is plain and direct, almost homely. In this merit of his speech partly lay. The speaker was never over the heads of the audience. Every man present understood every word of it. Besides, the argument was aided so with anecdotes and witty allusions that the interest of the audience was held to the end.

The fact that the Republican party has united its fortunes with the prosperity of the country and that the Democratic party gains strength from the adversity of the people was well brought out. In 1857, when every political meeting was full of men out of work, Democratic speakers delighted to discourage their hearers, and to drive the iron into their souls. These orators declared that they would get much worse before they got better, and the Democracy was the party of Discouragement. When Resumption and Prosperity came in spite of them and their wishes, they said the Lord brought it. Mr. Garrison was willing to admit that the Lord did have a hand in it, but he believed the Republican party was the divinely appointed agency through which the Lord worked.

It has been discovered that Mr. Gregory, the Democratic candidate for Congress from the Second Wisconsin district, was a candidate for Congress from New York in 1856, but was not on the "Know-Nothing" ticket. The discovery will certainly deprive him of much of the naturalized vote, on which he depends for success. The farmers are also opposed to Mr. Gregory, who is a railroad lawyer. It is not unlikely that he will be withdrawn.

THE record of the "Solid South" in Congress on the financials is as bad as its record in regard to the tariff. Of the Southern members of the House, only 15 voted for the Bland-Silver bill and only five against it. On the bill of Gen. Ewing, repealing the vital portion of the Resumption act, seventy-nine Southern Democrats voted for it to fifteen against it. On the Waever-Free-Coinage bill seventy-six of the Brigadiers voted in favor of it and only four against it.

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UNCOFFINED.

Lake Michigan Still Clinging to the Dead of the Alpena.

Only Two Bodies, Both Unidentified, Recovered at Last Accounts.

Frightful Spectacle Presented on the Beach at Holland.

Nineteen Miles of the Lake Shore Thickly Strewed with Wreckage.

A Large Consignment of Coffins Shipped upon the Ill-Fated Steamer.

The Almost Innumerable Pieces of the Alpena Rotten as Punk.

Painful Scenes at the Goodrich Landing in Chicago Yesterday.

Meeting at Adrian, Mich., to Condole with the Relatives of the Rev. Mr. Hart.

Two Additional Horrors, of a Character Equally Mysterious, Reported from Sturgeon Bay.

THE BEACH.

HOLLAND.

Special Dispatch to The Chicago Tribune. HOLLAND, Mich., Oct. 20.—The excitement aroused all along the eastern shore of Lakes Michigan and the wrecks of the steamer Alpena have not yet subsided, and the country around about is sending in its inhabitants by hundreds. They are arriving by train, wagon, by buggy, and even by ox-cart, the motive of the widespread movement being a desire to witness the scenes connected with the wreck. As a consequence of this sudden influx of people, the usually tranquil, not to say somnolent, town, which possesses all the dullness, though it lacks much of the picturesqueness, of an old-country Dutch settlement, is presenting an unusually lively aspect. Its streets are filled with teams and promenaders, whose conversation turns upon THE ONE PREVAILING TOPIC.—

The storm, and—whose common destination seems to be the "big" lake, which is some six miles distant from the town.

As the place has sprung into a little fortuitous notoriety it may be well to describe it briefly. The town, which was settled some thirty years ago by emigrant Hollanders, a thrifty people who manage to live comfortably and save money in places where a less patient race would die of grubbing against upward fate—is situated near the shores of a small lake, which is nothing more than the widening of the river which connects the town with Lake Michigan. The lake is a capital harbor, and at the present moment number of storm-bound craft are riding safely at anchor upon its ruffled bosom. Its streets are wide, and its roadways well kept, and its houses of frame or cream-clad brick, though not elegant of design, have a pleasing appearance of comfort.

Like another town on the other side of the lake, Holland has been the victim of

A SENSATIONAL CONFLATION.

In 1871, what is known in the place as "the real Holland fire" occurred, when almost the whole place in a few hours was burned to the ground, and the people still record with morbid pleasure the fact that the fire engines which Chicago sent to their rescue, which saved the place from total destruction, and that, when the harm had been done, it was chiefly through the charity of Chicago's people that the wants of her citizens were immediately supplied.

When THE TRIBUNE correspondent arrived here at 6 o'clock this morning, he found the place already astir. The place is indeed to early rising, but the sluggards were abroad before to-day, and it was with some little difficulty that a team was secured in which to drive to the scene of the

disaster.

The weather, before arriving as to the most favorable locality to visit, reflected that it was a matter of taste. Some sought the shore of the big lake by a road which landed men at a point some three miles above the arbor pier; others took a road, which reached the shore about a mile below the pier; it didn't matter much, however, which was taken, as the shore was covered with wrecks at both points and between."

NO ONE HAD FOUND A PLACE ON THE SHORE.

which was free from the debris of the shattered steamers.

"I have reached way down to Saugatuck" (a point six miles south of Holland harbor), one man remarked, "and I guess we're no tellin' how far the stuff is to be hauled up north."

The fact that the body of the woman which had been taken from the breakers yesterday morning was laid out in a cottage on the beach leading north of the pier caused this to be selected, and, after a chilly drive over a road which led through swamp and glacial forest, and open, the shore of the was reached. Before visiting it

THE COTTAGE CONTAINING THE DEAD WOMAN.

was entered and an examination made of the remains. Upon the authority of Mr. Spires, manager of the Cutler House of Grand Haven, the body was not that of Mrs. Bradley, as had been reported. Mr. Spires, who was positive upon this point; at the same time he stated that he had identified an Indian shawl and a Navajo blanket which had been washed ashore as one of the

dead.

The body in the cottage was that of an old woman, probably 55 years of age, above five feet. The deceased was stout and full bodied, had short gray hair, which formerly had been light brown; her hands and feet, which were bare, were small and delicately formed. She was dressed in a black-stuff skirt and overskirt, gray corsets, a flannelette underskirt, and red flannel drawers.

THESE WERE FIRST SEEN.

Monday night south of the pier, but when the fact was reported and parties went to recover the body from the water it had disappeared. Tuesday afternoon the children of Frederick Souter, a Justice of the Peace, came to the pier, and the body was carefully examined, but no marks were found upon it which its identity could be satisfactorily secured. Upon the fingers of his left hand were found four rings—three plain and very light bands of gold and one plain ring, the device being a delicately-cut female figure playing a lute. In a pocket was found a kid purse containing

ing \$42.42 in money, made up of one \$10, four \$5, one \$2, and ten \$1 bills, and some small change, and a bunch of mine stones. On the question of the nationality of the deceased no one was divided, but it seemed clear that she was a fairly well-to-do old lady of the middle walks of life.

At 10 o'clock this morning

was gotten together, and steps were taken to gather the witnesses, though it was not expected, from the lack of identification, that any reliable opinion could be reached as to whether the woman was a victim of the Alpena disaster.

THE LAKE SHORE presented a spectacle to the view far more terrible than even the descriptions of the townspeople who had visited it. As already mentioned in THE TRIBUNE, the description of lake, this point is crooked in shape, and the eye was able to sweep to take in a full idea of the results of the disaster. Mighty rollers came in over the outer bar and broke into long lines of spray as they climbed the shelving sands, but they never came within a dozen feet of the debris which had been thrown high and dry by the mightiest breakers of Saturday and Sunday. The limit of the waves of those days was marked clearly along the beach up and down. Below a certain not very irregular line lay an almost unbroken shelf of smooth sand, above it were piled the heaps of debris—mostly portions of the wrecked vessel and its cargo—forming a long, ragged line which the waves followed up and south as far as sight could reach, without finding either end of it close at hand.

MAX BOBLINSKY.

A traveler from Oconto, who took passage on the Alpena, had some \$300 on his person, which he lived in Chicago, and leaves a wife and three children.

Joseph Speath and Miss Speath, his niece, were found for their brother and father, Fred Speath, of Grand Rapids. He was 48 years of age, and shipped on the Alpena on a pleasure trip to Chicago.

Charles Holtinger, of No. 459 Wells street, came from Grand Haven to look after George Holtinger, a resident of that place.

THE PLANO OF THE ALPENA, its varnish rubbed away, its keys denuded of their ivory covering, and its delicate strings, unbroken by the lid, which had been wrenched away, occasionally emitting weird melodies as the still lively scale swept among their chords.

Every step of a long walk down the beach revealed some new trace of the unfortunate vessel. There, half hidden in the accumulating sand, was a section of the main deck, a piece of carpenter-work twenty-five feet in length; here a long section of the main railing; here the front of the pilothouse, which had been torn from a ladder, a water-rack, the main boom, a stave, a hatchway, the side of a state-room, the top of the pilot-house, a sofa, the frame of a looking-glass, a cork life-preserver marked "St. Alpena," the pedal of the piano, which lay.

A MILE DISTANT,

a board bearing a distinguishable part of the letters E N A—the latter half of the official name of the steamer borne upon its stern. Such were a few of the "relics," as the people called them, of the steamer herself, while of her cargo reminders were to be found everywhere in barrels of apples, apples lying loose upon the sand, thousands of a wondrous variety of wooden articles, all of which lay scattered around in an amazing confusion.

The universal comment of those who saw the fragments of the vessel which lay strewn about the beach was that her timbers were absolutely rotten, and that it was really a wonder that she had held together as long as she had. In very few instances was there any evidence of fastenings where the breaks occurred, and the black appearance of the wood and the clean manner of its separation showed that either it had never had good timber or that it had undergone such sand changes since the boat was first built. It was said that when parties had come to see the condition of the vessel they had been told that the timbers were found about a mile above the pier. In many cases inch-thick bolts, used in binding the timbers together, were found protruding to the length of a foot and over from the wood. Sugar-boxes, torch-handles, sawbucks, planks, etc.

IN A THREE-MILE WALK,

from the upper-lake landing to the pier at the harbor mouth, further evidences of the vessel were seen. The timber was thickly overlaid with the debris from the steamer. The sand was dotted with apples which reach all along the shore for twenty miles. The heavier timbers of the upper part of the vessel were found about a mile above the pier. In many cases inch-thick bolts, used in binding the timbers together, were found protruding to the length of a foot and over from the wood. Sugar-boxes, torch-handles, sawbucks, planks, etc.

COFFINS,—

of which, strange to say, the vessel had a large stock on board,—lay around in countless numbers, with every prospect, however, of their number being still diminished very shortly, as the wreckers were busy at work all day long. A dozen teams each attended about over the beach and gathered in the treasure cast up by the deep. Every farmhouse in the vicinity of the lake is supplied with barrels upon barrels of apples, and a large and varied assortment of woodenware.

EVEN THE COFFINS

being in some cases seized upon and taken home, in readiness for a death in the family. No attempt is being made to stop this out-and-out robbery, as the wreckers are evidently the only ones who can afford to do so. The question is, whether the timbers will be identified, and if so, will the relatives of the deceased will take pains to prove the identity of all bodies washed ashore as soon as possible, as the bodies will change very fast after being taken from the water. About eight miles south of here a hand-creel marked John F. Lusk came ashore with a package of letters and photographs, mostly addressed to Mrs. Maggie McConnell and postmarked Oconto, Wis. The photographs number thirteen. Some were taken in Chicago, some in Oconto, some in Quebec, and others in Montreal. They are undoubtedly the effects of the ex-Stewardess. At 5 o'clock this morning the body of a boy about 11 years of age was picked up from the water, 11 miles from the shore. He was clothed in undershirt and vest or jumper only, and had on a life-preserver marked "Alpena." He had light short hair, blue eyes, was about four feet four inches in height, and had a scar on the right foot. The body has been brought here, and is now in charge of Coroner Gray. A trunk filled with ladies' and children's wearing apparel, and one gentleman's suit, was washed ashore about five miles from here this afternoon. The agent of the Goodrich Transportation Company is a cousin of this boy.

THE DISCUSSION.

The question of whether or not the timbers of the vessel were sound supports on both sides, though the large majority of the men on the pier were of the opinion that they were not.

THE WRECKERS, upon which opinion is divided is, whether the steamer's timbers which strew the lake shore, any of them belong to its hull, and here the bulk of the testimony is to the effect that they do not, and it is urged that the unsoundness of the timber at the joints where the parting occurred was due to the frequent washing of the vessel's deck, the accumulating water having rotted the joints at the points where the guards left the main deck of the vessel.

AMONG THE WOODWORK LYING ON THE SHORE.

are some very large timbers. One in particular a square twenty-four inches long, a foot square, was believed by many to be a portion of the hull, until an experienced lake man showed that it was one of the main guards. At the same time this piece disproved a theory which some held, that inasmuch as the only timber found was that of the vessel's upper works, it was very probable that they were cut away by the deck-hands when the steam-power having given out, it became evident that the only chance of safety lay in cutting away the upper part of the vessel. This stout timber would, however, be cut off by the deck-hands, and the old lady's remains are lying to-night unwatched in a dead box.

NO POWER ON BOARD

to do it. It must have been done by the storm. In the non-discovery of the hull many people find fault. They argue that, naturally, the passengers would be ordered below when the storm came, and that the hull of the steamer, with many of the passengers on board, may have reached a spot where a landing was possible. They also say that the vessel had not been found, for it was not until the afternoon of Friday that the body of the unknown woman which had been identified as an Alpena passenger, and argue that with so much of the cargo ashore, but the iron-work there is mangled, twisted, while the wood of wrought metal, about three inches in width and fully three-quarters of an inch thick, were torn from their fastenings and bent in different directions. There was

THE UNPROTECTED HOUSE.

being in some cases seized upon and taken home, in readiness for a death in the family. No attempt is being made to stop this out-and-out robbery, as the wreckers are evidently the only ones who can afford to do so. The question is, whether the timbers will be identified, and if so, will the relatives of the deceased will take pains to prove the identity of all bodies washed ashore as soon as possible, as the bodies will change very fast after being taken from the water. About eight miles south of here a hand-creel marked John F. Lusk came ashore with a package of letters and photographs, mostly addressed to Mrs. Maggie McConnell and postmarked Oconto, Wis. The photographs number thirteen. Some were taken in Chicago, some in Oconto, some in Quebec, and others in Montreal. They are undoubtedly the effects of the ex-Stewardess. At 5 o'clock this morning the body of a boy about 11 years of age was picked up from the water, 11 miles from the shore. He was clothed in undershirt and vest or jumper only, and had on a life-preserver marked "Alpena." He had light short hair, blue eyes, was about four feet four inches in height, and had a scar on the right foot. The body has been brought here, and is now in charge of Coroner Gray. A trunk filled with ladies' and children's wearing apparel, and one gentleman's suit, was washed ashore about five miles from here this afternoon. The agent of the Goodrich Transportation Company is a cousin of this boy.

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THE THREE SONS OF CAPT. NAPIER

came as far as St. Joseph on last night's train, and it was their intention to take a ferry-boat there and bring it opposite the harbor here and search for the missing hull, which many believe—although the wide spread of the report. Again, reliable intelligence from the city that some living survivors of the disaster had gained the shore at Grand Haven, but no news from there soon set this wild story at rest, but this was not until the greatest excitement was aroused.

THE BOSESSES WOULD BE LEFT DANCING

until the storm subsided, and the steady motion of the swell, which reached a storm some days after its fury was spent, washed them shoreward. All sorts of ridiculous rumors had had play here during the day. Early this afternoon a report based upon the best authority got about to the effect that a bottle containing a letter from Capt. Naper and a full list of the passengers had floated ashore five miles above the pier. The valuable time was wasted in proving the utter falsity of the report. Again, reliable intelligence from the city that some living survivors of the disaster had gained the shore at Grand Haven, but no news from there soon set this wild story at rest, but this was not until the greatest excitement was aroused.

THESE WERE FIRST SEEN.

Monday night south of the pier, but when the fact was reported and parties went to recover the body from the water it had disappeared. Tuesday afternoon the children of Frederick Souter, a Justice of the Peace, came to the pier, and the body was carefully examined, but no marks were found upon it which its identity could be satisfactorily secured. Upon the fingers of his left hand were found four rings—three plain and very light bands of gold and one plain ring, the device being a delicately-cut female figure playing a lute. In a pocket was found a kid purse containing

Kusterer drove down along the beach from Grand Haven, and he reports that, five miles after leaving that place, which is twenty-two miles north of here, he began to meet the Alpena's wreckage. At first it dotted the sand, but very soon the pieces of timber and portions of the cargo were found in large numbers, and they lasted until the northern landing at Holland was reached. The wreckage is visible for five miles to the west.

THE LAKE SHORE which sank the latter and disabled the steamer, or so badly that she was unable to cope with the storm. He calls to recollection the fact that the Alpena's bowsprit was broken, and that she went down with full sails set, which could not have been the case had she sprung a leak. Information has just been received that the trunk found at Port Sheldon belonged to Mrs. McConnell, a lady living at Sheboygan, and that a photograph it contained was identified by a person who was unknown to the steamer.

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THE LAKE SHORE which sank the latter and disabled the steamer, or

THE CITY.

GENERAL NEWS.

C. A. JOHNSON, U. S. A., is at the Sherman. J. M. HEDRICK, of Ottumwa, Ia., is at the Pacific. J. E. BOOGE, of Sioux City, Ia., is at the Sherman. H. H. TUCKER, of New Orleans, is at the Tremont.

JOHN CORSE and family, of New York, are at the Pacific.

GEORGE HARRISON, of Indianapolis, is staying at the Pacific.

R. L. DUNLAP, Prison Inspector, Marshall, Ill., is at the Pacific.

COL. J. W. FONSTIR, Dr. Greenleaf, and Col. D. W. Flager, U. S. A., are at the Pacific.

The Sub-Treasury paid out \$10,000 gold yesterday, and \$4,000 silver, and received \$12,000 silver.

P. H. KELLY, of St. Paul, member of the Democratic National Committee, is located at the Pacific.

BARON BASSINKE, Bangkok, Siam, and Dr. J. Saito, Hugo, Japan, are registered at the Palmer.

PLAIST W. CRAVEN, General Traffic Manager of the Chicago, St. Paul & Minneapolis Railroad, is at the Palmer.

J. D. MCKEEH, formerly Division Superintendent of the Illinois Central Railroad, now of Mattoon, is at the Palmer.

THE LEADERSHIP Association continued their private session at the Appellate Court room yesterday, transacting business of interest to the trade only.

The receipt of the Internal Revenue office for the month of September, of which \$29,000 was for spirits, \$3,880 for tobacco and cigars, and \$400 for beer.

The temperature yesterday, as observed by Mr. W. W. Miller, of the Illinois street, was 49° Building No. 5, 48°; 41 feet, 49°; 50, 49°; 52, 50°; 53, 52°; 54, 53°; 55, 54°; 56, 55°; 57, 56°; 58, 57°; 59, 58°; 60, 59°; 61, 58°; 62, 57°; 63, 56°; 64, 55°; 65, 54°; 66, 53°; 67, 52°; 68, 51°; 69, 50°; 70, 49°; 71, 48°; 72, 47°; 73, 46°; 74, 45°; 75, 44°; 76, 43°; 77, 42°; 78, 41°; 79, 40°; 80, 39°; 81, 38°; 82, 37°; 83, 36°; 84, 35°; 85, 34°; 86, 33°; 87, 32°; 88, 31°; 89, 30°; 90, 29°; 91, 28°; 92, 27°; 93, 26°; 94, 25°; 95, 24°; 96, 23°; 97, 22°; 98, 21°; 99, 20°; 100, 19°; 101, 18°; 102, 17°; 103, 16°; 104, 15°; 105, 14°; 106, 13°; 107, 12°; 108, 11°; 109, 10°; 110, 9°; 111, 8°; 112, 7°; 113, 6°; 114, 5°; 115, 4°; 116, 3°; 117, 2°; 118, 1°; 119, 0°; 120, -1°; 121, -2°; 122, -3°; 123, -4°; 124, -5°; 125, -6°; 126, -7°; 127, -8°; 128, -9°; 129, -10°; 130, -11°; 131, -12°; 132, -13°; 133, -14°; 134, -15°; 135, -16°; 136, -17°; 137, -18°; 138, -19°; 139, -20°; 140, -21°; 141, -22°; 142, -23°; 143, -24°; 144, -25°; 145, -26°; 146, -27°; 147, -28°; 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ANDERSONVILLE.

Reunion of the Survivors of the Rebel Prison Pen.

Representatives Present from All Sections of the Country.

The Distinguished Veterans Welcomed by Gov. Shuman.

Severe Strictures on the Pension Commissioners' Bureau.

MORNING SESSION.

PROCESSION AND WELCOME.
The Prisoners of War Reunion in this city yesterday was a grand affair. The survivors, who had served so nobly in the cause of the South, many a bloody field and the cruel, barbarous, inhuman prison-pens of the South, most of them had suffered the horrors of Andersonville and the reunion was therefore appropriately under the special auspices of the Andersonville Survivors' Association. The visitors were received with a hearty welcome.

The morning was devoted to the reception and reception of members, the exchange of greetings at the headquarters in the club-room of the Sherman House. Many of the survivors had not seen each other for years and years, and the dear memories recalled and once more warmed into life would fill a visitor.

The morning of reunion, therefore, proceeded somewhat slowly, so that the program of the afternoon was a trifle delayed. The roster as finally made up showed the following of the survivors:

WILLINGWELL-KIMBER GROUP.

A. Willingwell, Sixty-ninth Illinois Infantry; Simeon S. Kimball, First Minnesota Infantry; John W. Kimball, Second Minnesota; J. H. C. Palmer, Seventh Illinois Cavalry; Galveston, Tex.; Henry Kempler, Sixteenth Illinois Cavalry; Verona; A. L. Spencer, Fifteenth Illinois Infantry; R. W. Lovell, First Minnesota Cavalry; W. H. Miller, Milwaukee; James Anderson, One Hundred and Thirteen Illinois Infantry, Raymond; J. A. M. Jones, First Minnesota Cavalry; J. A. M. Jones, W. A. B. Birney, Third New York Cavalry; city; D. R. Frayer, Ninety-third Illinois Infantry; W. H. Clark, Thirtieth Illinois Infantry, Patoka; H. Henry Belcher, One Hundred and Eleventh Illinois Infantry; J. C. Miller, First Michigan Cavalry; Marshalltown, Ia.; C. J. Boeke, Fifty-third Illinois Infantry; Mendota; C. H. Brooks, Second Illinois Cavalry; W. H. Miller, Waukesha; Ninety-third Illinois Infantry, Princeton; William Waller, Fifth Cavalry, Robinson, Illinois; R. C. Miller, On behalf of the Association, made a fitting reply to the welcome extended them by the City of Chicago.

A committee, referring to the nomination of the Rev. Dr. Beardsley, reported that he had no knowledge of the fact that he would do no such thing. [Applause.]

Ex-Gov. Beveridge was introduced, and spoke at length in advocacy of the proposed Pension bill.

John C. Frémont, of the C. M. C. (III.), Merton, On behalf of the Association, made a fitting reply to the welcome extended them by the City of Chicago.

At the close of the meeting adjourned.

A supper and ladies' hop followed, in which the veterans and ladies took part and enjoyed themselves until the small hours of the morning.

CHURCH AFFAIRS.

THE EPISCOPALIANS.

NEW YORK, Oct. 20.—The message from the House of Bishops nominating the Rev. Dr. Dunlap, of Missouri, as Missionary Bishop of Arizona and New Mexico was made the special order for this afternoon.

President Beardsley ordered the following:

Committee on Legislation—Report Indians: The Rev. Dr. Morgan Dix, of New Jersey; Dr. J. H. Elliott and Montgomery Blair, Maryland; Dr. James M. Smith, Western New York; and Dr. J. W. Daniels, of Minnesota.

A message was received from the House of Bishops nominating the Rev. Dr. C. F. (III.), Merton, On behalf of the Association, made a fitting reply to the welcome extended them by the City of Chicago.

At the close of the meeting adjourned.

The Committee on Godey Discipline of the L. A. S. in the name of the Rev. Dr. Keeler, who had submitted the canon which was made the special order of the day.

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